




transportation • trails • water • process • construction management

ADDENDUM 002
Request for Bid
St. Louis Economic Development Partnership
for Constructing or Improving
Olive / Lindbergh Interchange
STP-4922(604)

Bidders should acknowledge receipt of Addendum 002 (TWO) by signing and including it with the original bid. The due date for receipt of bids **has not** changed by this Addendum; the due date is **January 12, 2021 2:00 PM Central Time**. Accordingly, the following clarifications, and or additional information, are believed to be of general interest to all potential bidders. All other terms and conditions remain unchanged and in full force.

Name and Title of Signer (Print or Type)	Name and Title of Authority Mike Brown Project Manager
Contractor/Offeror Signature _____ (Signature of person authorized to sign)	Access Engineering, LLC  _____ (Authoring Signature) 1/7/21
Date Signed:	Date Signed:

- 1) Pre-Bid meeting minutes.
- 2) Additional questions received after Pre-Bid meeting.

MEETING MINUTES

Project: **Olive / Lindbergh Interchange
St. Louis Economic Development Partnership**

Project No.: **STP 4922 (604)
17060 (Access)**

Date/Time: **January 5, 2021
2:00 PM**

RE: **Pre-Bid Meeting Minutes**

ATTENDANCE:

- MIKE BROWN (ACCESS): MBROWN@ACCENG.COM
- ERICA RIDGWAY (ACCESS): ERIDGWAY@ACCENG.COM
- STEVE BUCK (ACCESS): SBUCK@ACCENG.COM
- JANET WILDING (STL PARTNERSHIP): JWILDING@STLPARTNERSHIP.COM
- CYNTHIA SIMMONS (MoDOT): CYNTHIA.SIMMONS@MODOT.MO.GOV
- CHRISTOPHER K MORGAN (MoDOT): CHRISTOPHER.MORGAN@MODOT.MO.GOV
- RUSSELL N KLEIN (MoDOT): RUSSELL.KLEIN@MODOT.MO.GOV
- MATT WOHLBERG (CREVE COUER): MWOHLBERG@CREVECOEURMO.GOV
- MIKE HARIZAL (H&S): MCHARIZAL@HORNERSHIFRIN.COM
- ALLAN A. ERDMAN (H&S): AAERDMAN@HORNERSHIFRIN.COM
- MARTIN A. CHORKEY (H&S): MACHORKEY@HORNERSHIFRIN.COM
- ERIKA FUESTING (CBB): EFUESTING@CBBTRAFFIC.COM
- ROB TWILLMAN (CBB): RTWILLMAN@CBBTRAFFIC.COM
- JONATHAN RYAN (CHRISTNER): JONATHAN.RYAN@CHRISTNERINC.COM
- COLLEEN LOFTUS (RAINER): CLOFTUS@RAINERICONSTRUCTION.COM
- OWEN CONRATH (RAINER): OCONRATH@RAINERICONSTRUCTION.COM
- JUSTIN ROGERS (PACE): JROGERS@PACECONSTRUCTIONSTL.COM
- RICK WAGNER (RV WAGNER): RWAGNER@RVWAGNER.COM
- RYAN LAZIER (GERSHENSON): RLAZIER@GERSHENSON.COM
- JUSTIN CLINE (KCI): JCLINE@KCICONSTRUCTION.COM
- CHRIS SCANLON (PACE): CSCANLON@PACECONSTRUCTIONSTL.COM
- ANDY HAMERSEN (PACE): AHAMERSEN@THOMASINDCOATINGS.COM
- JOHN MIENER (KRUPP): JOHNMIENER@KRUPPMO.COM

I. INTRODUCTIONS

- A. Call of attendees
 - i. Name
 - ii. Company or Agency & position

II. PROJECT OVERVIEW

- A. Scope of Project
 - i. The reconstruction of the Route 340 (Olive Blvd.) and Route 67 (Lindbergh Blvd.) interchange. Two new signals will be constructed along with sidewalks, lighting, bridge modifications and drainage improvements.
- B. Completion Date - December 31st, 2021
- C. Liquidated Damages
 - i. Contract Administrative Costs -\$1,625 per day.

III. RIGHT OF WAY STATUS

No New Right of Way

IV. CONSTRUCTION STAGING

- A. STP-4422(604)
 - i. Phase 1 – The geotechnical report shows the B-1 bore taken on the SW quadrant of the interchange is expecting 2”- 6” settlement.
 - ii. Phases are set up to allow off-system work (no lane closures). See JSPs.

V. UTILITY RELOCATION STATUS

- A. CenturyLink
 - i. CenturyLink has a handhole at Sta. 237+41 76’ RT that will fall within the new west connector roadway. CenturyLink installed a new cable within their spare conduit and removed the handhole. CenturyLink completed their adjustments on April 21, 2020. The St. Louis Economic Development Partnership is not obligated for any of the relocation costs.
 - i. This relocation is complete.**
- B. Charter
 - i. Charter has an overhead line at Sta. 247+37 190’ RT that is in conflict due to minimum height requirements for a highway. Charter will install a new underground route along the following path (stationing is approximate): Facility will riser an existing power pole at Sta. 247+62 263’ RT and run east to Sta. 249+85 267’ RT. There it will turn north crossing Olive Blvd. at Sta. 249+85. At Sta. 249+85 91’ LT, this facility will run to the west just south of the existing right of way line to Sta. 246+40 98’ LT. The last leg runs north just inside the existing right of way line from Sta. 246+40 98’ LT to Sta. 246+39 365’ LT. Charter anticipates completing their adjustments by the start of construction.
 - 1. Has Charter provided an anticipated completion date for the relocation? Will this work need to be completed before the start of Construction?
 - a. Anticipated start date will be 6-12-20. Their work will not be required to begin construction.
- C. MCI
 - i. MCI has an overhead line at Sta. 247+37 190’ RT that is in conflict due to minimum height requirements for a highway. MCI will install a new underground route along the following path (stationing is approximate): Facility will riser an existing power pole at Sta. 247+62 263’ RT and run east to Sta. 249+85 267’ RT. There it will turn north crossing Olive Blvd. at Sta. 249+85. At Sta. 249+85 91’ LT, this facility will run to the west just south of the existing right of way line to

Sta. 246+40 98' LT. The last leg runs north just inside the existing right of way line from Sta. 246+40 98' LT through the northern project limits. MCI plans to complete their adjustments by the start of construction.

1. Has MCI provided an anticipated completion date for the relocation? Will this work need to be completed before the start of Construction?
 - a. Still waiting for MoDOT approval of permit. Their work will not be required to begin construction.

VI. JOB SPECIAL PROVISIONS

- A. Section D – Liquidated Damages Specific for Entrance Closures
- B. Section E – Final Payment Documents
- C. Section P – Special Drainage Structures
- D. Section R – ADA Compliance and Final Acceptance of Constructed Facilities
 - a. ADA Checklist
 - b. Coordination of Construction
 - c. Final Acceptance
- E. Section S - Add Alternatives
- F. Section GG - Traffic Signal Maintenance and Programming
- G. Section BBB – Form Liners

VII. CONSTRUCTION REQUIREMENTS

- A. Quality Control (QC) Testing
 - i. Frequency
 - ii. Documentation
 - iii. MoDOT approved 3rd party tester
- B. SWPPP
- C. ADA
- D. Buy America
- E. Federal Display Documents
 - i. Bulletin Board, EEO, OSHA, etc.
- F. Project Diaries
- G. Certified Payroll

VIII. CHANGES FROM ORIGINAL BID

- A. Limits of project shortened
 - i. Project now starts at Pavilion Drive
- B. No off-site pavement removal at the North loops
- C. Traffic Control Phases
- D. Epoxy Polymer Concrete Overlay replaced
- E. Signing does not change. Limits begin at 218+65 as in original bid

IV. ADDENDA

- A. Wage Orders
- B. Optional Pavements – Concrete Option

www.acceng.com

314-849-8445

info@acceng.com

X. CONTRACTOR QUESTIONS

1. Colleen Loftus or Owen Conrath:
 - a. No questions
2. Justin Rogers or Chris Scanlon
 - a. No questions
3. Andy Hamerson
 - a. Can you have a lane closed during the weekend on Lindbergh?
 - i. A: It shall be the responsibility of the engineer to determine if the above work hours may be modified. Working hours for evenings, weekends, and holidays will be determined by the engineer.
4. Justin Cline
 - a. Concrete pavement options question previously asked.
 - i. Will be included in the addendum.
5. John Miener
 - a. No questions
6. Ryan Lazier
 - a. No questions

1. ADDITIONAL QUESTIONS RECEIVED AFTER MEETING

- a. In which TC stage is the remaining work along EB 340 from the ramp tie into N. Warson supposed to occur? Is this intended to be part of Stage 2? Is the intent to remove the existing ramp in this stage as well or wait until stage 4 work is complete?
 - i. A: Phase 2 will include the sidewalk and optional pavement from the interchange east to Warson Drive. Removal of the existing Eastbound ramp to N HWY 67 will be completed in phase 4. All other existing ramps will be removed in Phase 6.
- b. Much of the concrete work will still require a lane closure as the concrete truck will need to sit in the lane adjacent to where the work is being completed. Will this be an acceptable deviation from the nighttime lane drop requirement to allow this operation during daytime hours? The nighttime concrete costs really drive up your price.
 - i. A: It shall be the responsibility of the engineer to determine if the above work hours may be modified. Working hours for evenings, weekends, and holidays will be determined by the engineer.
- c. Since Spec Form liners is the single source form liner fabricator, do you have a contact for someone over there?
 - i. A: We do not have a contact at Spec Formliners.